CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed ngs of yesterday, continued from our Fourth

> WASHINGTON, February I. Senate.

Mr. Wilson withdrew his motion and the Bankrupt bill was taken up, the question being upon the amendment of the Senate Judiciary Committee to strike out from the list of exceptions to the operations of the bill the following words:—'And such other property not included in the foregoing exceptions as is exempted from levy and sale upon execution by the laws of the State in which the bankrupt has his domicile at the time of the commencement of the proceedings in bankruptey, to an amount not exceeding that allowed by such State examption laws in force in the year 1864."
Mr. Dochttele (Wis.) hoped this would not be stricken out, and expressed himself in favor of the bill.
Mr. Trumbulli (Ill.) contended that as the examption laws of the States differed materially, he exempting \$1000, another \$300, another \$100, hd so on, the bill with this paragraph in it would not be a general bankrupt law, the only he which Congress has a right to pass. The

ne which Congress has a right to pass. The udiciary Committee were unanimously of this pinion, and he appealed to the lawyers of the enate whether it was not a correct one?

Mr. DOOLHTLE (Wis.) said the homestead was sacred trust fund, held apart for the family; no while it might differ in amount in the different states that the rule was still the same second.

ent States, the rule was still the same every-

Mr. TRUMBULL (III.) replied to Mr. Doolittle y supposing the State of Wisconsin to pass a aw exempting all the property of a debtor, and equiring how the Bankrupt law could be en-

pquiring how the Bankrupt law could be enpreed in that State in such an event with the
aragraph referred to in it.

Mr. Poland (Vt.) called Mr. Trumbull's atention to the fact that the exemptions in the
aragraph were such only as were allowed
inder the law in force in 1884.

Mr. Trumbull (Ill.) said that was merely a
mitation of the amount.

The bill proposed to exempt under any fuare law not exceeding the exemption laws of

ire law not exceeding the exemption laws of Mr. WADE (Obio) said his own spinions were

ather in favor of a bankrupt law, but two ears ago the Ohio Legislature, by a nearly hanimous vote, instructed him and his col-lague to vote against the Bankrupt bill. He uld, therefore, feel compelled to vote against

Mr. HENDRICKS (Ind.) concurred in the views repressed by Mr. Trumbull in the pending mendment. A bankrupt bill must be uniform tits operations, and it could not be uniform

hile this provision was in it.

Mr. Howard (Mich.) opposed the amendment.
ostrike out this provision would be virtually
o annul the exemption laws of the States,
hich Congress had no power to do. When the
onstitution speaks of uniform bankruptcy, it
to be understood as meaning that the laws of to be understood as meaning that the laws of ongress on the subject shall be uniform, as far a Congress is concerned; that is, that it shall of make one law for one State and another for nother State. He had no doubt about the conditutionality of this clause, and rather than see stricken out he should vote against the bill. Mr. Conness (Cal.) was inclined to believe not the question raised by Mr. Trumbull as to be uniformity of the bill with this provision it, was not strictly pertinent. He did not elieve the uniformity required by the Constion related to the amount exempted under the tate laws, and he should be sorry to see the to be understood as meaning that the laws of tate laws, and he should be sorry to see the ause stricken out, as it would materially affect is State, where \$5000 was exempted for a homeis State, where \$5000 was exempted for a home-lead. He believed the local Legislature of a tate was better able to judge of the proper mount to be exempted than Congress could be, is the bill came from the House he would vote by it. If this amendment were adopted, he would feel compelled to vote against it. Mr. Grimes (Iowa) asked whether, it this bill became a law, it would be possible for a State to hange its exemption law by increasing or de-reasing the amount? also, whetherlit would be ossible for a State coming into the Union after he passage of this law to pass an exemption

Mr. POLAND (Vt.) expressed the opinion that would not be in the power of the States to

would not be in the power of the States to pange their exemption.

Mr. JOHNSON (Md.) addressed the Senate briefly a the general subject of bankrupt laws, and xpressed the opinion that the provision now roposed to be stricken out did not destroy the niformity required by the Constitution.

After further discussion by Messrs, Grimes, tewart, Ramsey, McDougall, Davis and Willowing, the latter moved to amend, by substituting or the words proposed to be stricken out, the llowing.—"And a homestead not exceeding in

llowing:—"And a homestead not exceeding in alue \$2006." Mr. Fessenden asserted the right of Congress 'And a homestead not exceeding in pass a bill with the provision in it similar to at now proposed to be stricken out. Without mething of the kind he would not vote for the

Pending the consideration of the Bankrupt

Mr. FESSENDEN asked and obtained unaniious consent to call up the bill of the House, athorizing the Secretary of the Treasury to ceive into the Treasury the residuary legacy of ames Smithson, upon the same terms as the riginal bequest, which was passed.

The Bankrupt bill was resumed, but without backing a vote the Senate, at 4 P. M., went into xecutive session, and soon after adjourned.

The House, at half-past one o'clock, took up he Senate bill regulating the tenure of certain vil effices, the debate being, on the suggestion Mr. Hale, limited to half hour speeches.

Mr. FINCK (Ohio) opposed the bill, as an enconment on the constitutional rights of the security branch of the Government. gecutive branch of the Government, Mr. Williams (Pa.) sustained the bill, sug-

esting, however, some amendments to it, by he transferring to it of certain provisions conduced in the bill on the same subject reported whim from the Judiciary Committee.

Mr. Woodbridge (Vt.) advocated the Senate lil, and opposed any amendment of it in the conduction of the present conductions. ouse, because that would, in the present con-tion of the business, prevent its becoming a cause that would, in the present con-

We this session.

Mr. DONNELLY (Minn.) spoke in support of the bill, and offered an amendment to the third sction; providing that no vacancy shall be eld to have happened during the recess of the senate, if the incumbent of the office was in the xercise of its duties on the day that Congress are contact and that in such case the person.

onvened; and that in such case the person olding the office shall continue to hold it until is successor is confirmed by the Senate.

Mr. Hise (Ky.) made an argument against the ill, on the ground of its unconstitutionality.

M. STEVENS (Pa.) spoke in favor of the proposition, which he had offered some time since, to clare all persons nominated to and rejected to the Senate incapable of holding any public mee for one year, and he offered an amendment to that effect.

Mr. Baker (Ill.) supported the bill as making ne of the most needed and important reforms the Government.

me of the most needed and important reforms a the Government.

The House, at half-past three o'clock, called he previous question, and Mr. Hall, who had harge of the bill, made the closing argument atts support. He advocated the bill as a proper neasure of permanent legislation, and not nerely as applicable to the present state of arties. There was nothing in it, he argued, erogating from the proper and desirable exertise of Executive power. All the power of suscension, all the power of getting rid of unvorthy officers, would remain under it whereit how was. The change that it made was that hat suspension could not ripen into removal without the approval of the Senate.

He opposed the amendments offered to the bill, because if the bill were amended at all it would delay the final passage of the bill so that here would not be time to pass it again over an executive vetc, which might certainly be an-

here would not be time to pass it again over an Executive veto, which might certainly be antelepated for it. He was particularly opposed to the proposition of Mr. Williams, which would nake the bill apply to Cabinet officers. He appealed to the House not to adopt any amendment which would have the effect of sending the bill back to the Senate, and probably of detaining its passage this session, and to pass the bill as it came from the Senate.

Depate being closed the House proceeded to vote on the bill and amendments.

The first amendment was that offered by

first amendment was that offered by Mr. Williams to strike from the first section the words "Excepting the Secretaries of State, of the Treasury, of War, of the Navy, and of the

Interior, the Postmaster-General and the At-forney-General."

The question was taken by yeas and nays, and resulted in yeas, 76, pays 77—so the amend-ment was rejected, all the Democrats voting in

ment was rejected, all the Democrats voting in the negative.

When the result was ready to be announced, it was a tie vote, and there was considerable anxiety manifested as to how the Speaker would give his casting vote. The necessity for that was obviated, however, by Mr. Alley, of Massachusetts, changing his vote from aye to no, leaving the result as above indicated.

Mr. HALE (N. Y.) moved to reconsider the vote rejecting the amendment, and to lay the motion on the table. The yeas and mays

rejected, the latter by a vote of 37 yeas to 118 nays.

Mr. Farquahau (Ind.) moved to reconsider the vote rejecting Mr. William's amendment, as to Cabinet officers.

Mr. Halk moved to lay the motion to reconsider on the table. Negatived, 67 to 74.

Before proceeding further with the matter a movement was made for an adjournment.

Mr. Wilson, (Iowa) gave notice that he would, next Monday, report back from the Judiciary Committee the House bill to declare valid and conclusive certain proclamations of the President, and acts done in pursuance thereof, or of his orders in the suppression of the Rebellion.

Mr. Stokes (Tenn.), on leave, introduced a joint resolution to pay to Captain Daniel C. Trewitt, of Tennessee, for four months' service in the army. Read three times and passed.

On motion of Mr. Kercham (N. Y.), the Committee on Ways and Means was instructed to inquire into the propriety of removing the internal revenue tax from straw wrapping paper, and placing that article on the free list.

ternal revenue tax from straw wrapping paper, and placing that article on the free list.

Mr Hogan (Mo.) introduced a bill to enlarge the United States Arsenal at St. Louis. Reterred to the Committee on Appropriations.

The Speaker presented communications from the President as follows:—

Transmitting the report of the Secretary of War with information asked for by the House resolution of January 25th, respecting the execution of the act of July 25th, 1895, providing for the appointment of a commission to examine and report certain claims of the State of Iowa. Laid on the table.

Transmitting the report of the Secretary of

Transmitting the report of the Secretary of State in answer to the resolutions of December 4th and 18th, asking information on the present condition of affairs in Mexico, and on the sub-oct of the evacuation of Mexico by the French croops. Referred to the Committee on Foreign

Affairs.

Transmitting reports from the heads of the several Executive Departments, with information in regard to appointments to office, called for by the House resolution of December 6th, Referred to the Select Committee on Civil Ser-

vice.
Mr. Griswoln(N,Y.) presented remonstrances from ten banks in the city of Troy against changes in the National Banking law. Mr. MOORHEAD (Pa.) presented similar remonstrances from James McAuley, Esq., and thirteen other Presidents of National Banks at

Pittsburg, Pa. Mr. Van Horn (N. Y.) presented petitions of the soldiers of the war of 1812 and others, asking ald for such soldiers from Congress.

The House, at five o'clock, adjourned.

MEXICO.

More about Ortega's Reported Arrest-Roads to the Interior Open and Safe-Indian Depredations-Trouble Between the Civil and Military Authorities of Brownsville, Etc.

Maramoras, January 28, — The Monterey Peneasico Official of the 19th inst, publishes report of the arrest of General Ortega, in Zaca-teens, and his being placed at the disposition of the supreme Government of Mexico. The same news has reached General Berrio-zabal, commanding here, through official chan-

nels. The Defensa de la Reforma, of Zacatecas, of the 10th instant, has the news, but gives none of the details. The communication of General Auza, who made the arrest, to the Juarez Minister of State, and the latter's reply, are also published. As stated, Ortega and General Patoni were turned over to Colonel Pedro Barrioz to be delivered up to Juarez. On the other had, a confidential servant of Ortega arrived in Matamoras by the same stage which brought news of the arrest, bringing information to Ortega's friends here and to the members of his staff in Brownsville. He

was with Ortega when he entered Zacatecas, and great commotion ensued. The General was at first arrested, but subsequently the garrison arose and pronounced in his favor. The servant says he was called at midnight, furnished with money by Ortega, and directed to proceed to Saitillo, Monterey, and Matamoras, and inform the General's friends of his complete success. Colonel Pedro Barrios is known to be a strong adherent of Ortega; this, with the entire absence of details, has caused a great suspicion as

to the truth of the story. The friends of Ortega are confident, and profess to believe that the Juarists have published the first part of the story and omitted the last and most important.

News from Tampico is up to the 12th. Matters are quiet. A regular system of taxation has been established there. General Gomez is still

Canales is at Victoria. He has reported to Gomez, and will obey that chieftain's orders. His force is very small.

The roads are open, and travellers and mer-

The Liberal forces are constantly concentrating and moving towards the interior. Their success is uninterrupted.

General Escobedo is in San Luis. It is

thought he will be made second in command to Diaz in the reorganization of the Mexican

Justez has left Durango, and at last accounts was moving towards San Luis via Zacatecas. Local papers in Brownsville announce a pronunciamento by Cortinas, and an anticipated attack on this city; but there is no truth in it. He is at Reynoza, up the river, and claims to have orders to move northward and drive off the Indians who are depredating there. The Indians recently appeared at Laredo, on the American side, killed one man, and drove

off a large number of horses. The recent killing of two citizens by a negro patrol has created much feeling in Brownsville,

An investigation followed, in which negroes testified. Though the investigation established great culpability on the part of the soldiers nothing has been done to them. The civil authorities attempted to arrest Lieutenant Faulkner, of the 19th United States Colored Infantry, charged with aiding and abetting in the death of the men, but General Reynolds, commanding the sundiction. commanding the sub-district, would not permit it. The authorities abandoned any further attempt to vindicate the law.

The Street Toy-Sellers of London-ONE PHASE OF LIFE IN ENGLAND. Under the title of "Picking up a Living," Mr.

James Greenwood, the "Amateur Casual," writes to the London Star the following account of a seene in the English capital:-

"The manufacture of toys has in modern times ecome an important branch of trade. Whole fistricts in Germany and Switzerland are ployed in the production of Noah's arks and lolis' 'tea-things,' and such like goods, and according to the last 'Post Office Directory returns, goodness knows how many persons are returned as dolls' 'eye' and 'wig' makers. But these are toys unknown in Leather lane. It is a market-place for struggling poverty, and its toys are expressly contrived to suit the taste and means of the population. Miss Spangle-dillo, with her wonderful trimmings and laces, and a marvellous melchanical contrivance in the region of her stomach that causes her to emit unearthly sounds when pressed to do so, may be all very well for the West End market, but the 'industerus washer'oman,' as the seller persists in calling her, better suits Leather ane, because the contemplation of that ingenlous toy, besides amusing, teaches a practical lesson against idleness. It is made out of lesson against idleness. It is made out of splintwood, and the limbs of the washerspint wood, and the limbs of the 'washer-woman' are jointed with tags of strings, and her arms are made to appear as though immersed in a tub; and when a bobbin at the back is agitated, she at once commences to wash in the most energetic manner. This, it may be assumed, is for the little girls of Leather lane, since for little boys there is a companion toy known as 'the hard-working cobbler,' contrived on the same principles and combined to known as the hard-working cobbler, contrived on the same principles, and depicting an operative of the cord-waining persuasion straining till he squints in a very horrible manner as he stretches out his arms over sewing a shoe-sole.

over sewing a shoe-sole.

"The hard-working robbler and the washer-woman may be bough; at the low price of a halfpenny each, and there are eight joints in each figure, which are painted in various colors. 'I make 'em myself—leastways, me and my old woman qo,' the cobbler-man informed me, with a rueful face, because of the slackness of trade, and without desisting from

being demanded, he withdrew the motion, not caring to run the risk of another vote.

The other amendments offered by Messrs.
Williams, Donnelly and Stevens were severally rejected, the latter by a vote of 37 yeas to 118 nays.

Mr. FARQUAHAR (Ind.) moved to reconsider the vote rejecting Mr. William's amendment, as to Cabinet officers.

Mr. HALE moved to lay the motion to reconsider on the table. Negatived; 67 to 74.

Before proceeding further with the matter a movement was made for an adjournment.

Mr. Witzon (Iowa) gave notice that he would, next Monday, report back from the Tudiclary Committee the House bill to declare valid and conclusive certain proclamations of the President, and acts done in pursuance thereof, or of his orders in the suppression of the Rebellion.

Mr. STOKES (Tenn.), on leave, introduced a loint resolution to pay to Captain Daniel C.

"But here, alas! is a sorrier. 'Dolis' houses

"But here, alas! is a sorrier. 'Dolls' houses a farden each! only a farden! with a regler winder and a door what'll open and shut.' This time an old woman, with as many dolls' houses as made a heap, as they stood before her, at least three feet long and as high as her waist. The houses were built of pasteboard and brushed over with some sort of gum, and then sprinkled with red sand, which cave them guilte. sprinkled with red sand, which gave them quite a pretty appearance; and besides this, each had two chimney-pots, and a window, and a street-door, with a knocker and a knob painted on it, and yet they were only a farthing each. I inquired how many her stock numbered, and she told me that she had fifty when she came out at told me that she had fifty when she came out at dinner-time (it was now about seven in the evening), and she supposed she had about thirty-six lett. 'So that when you have sold out you will have taken a shilling and a half-penny in all?' 'When I've sold out, yes.' 'And what does the material cost you?' 'Nothing: my gals go round to the paper warehouses of mornings at sweeping-time, and haves the old cardboard give 'em. Leastways, there's the gam and the sand to buy: but that ain't much.' 'But who makes them while you are out selling?' 'My gals and the old man; he can't do much a laying on his back, eat up with rheumatics, but he generally puts in the windows.' 'But do you mean to say that what you can earn out of dolls' houses is all you have to support the family?' 'Oh, no, sir: thank God, it's not so bad as that. I've got a boy, sir, as good a chap bad as that. I've got a boy, sir, as good a chap as here and there one, and be brings home his six shillings as regular as clock work. So you see, sir, we makes a do of it somehow, and thank God it's no worse.'

"The dolls' house woman provided me with so much to think about, that all the way home I had no eyes for any other unfortunate engaged in picking up a living."

MISCELLANEOUS.

MONUMENTS, TOMBS. GRAVE-STONES, Etc. Just completed, a beautiful variety of

PIALIAN MARBLE MONUMENTS.

TOMBS AND GRAVE-STONES.

Will be sold cheap for cash.

Work sent to any part of the United States.

HENRY S. TARR MARBLE WORKS, 124 wim; No. 710 GREEN Street, Philadelphia

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, FHILADELPHIA. EDWIN H. FITLER, CONRAD F. CLOTHIER. 2145

SLATE MANTELS SLATE MANTELS are Jusurpassed for Durability, Beauty, Strength, and Cheapness.
SLATE MANTELS and State Work Generally, made

J. B KIMES & CO. Nos. 2126;and 2128 CHESNUT Street.

912 ARCH STREET.—GAS FIXTURES, CHANDELIERS, BRONZE STATUARY, ETC.—VANKIEK & CC. would respectfully direct the attention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES CHANDELIERS, and ORNAMENTAL BRONZE WABES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere. ARCH STREET, - GAS FIXTURES. special care and at reasonable prices. VANKIRK & CO.

C O B N E X C H A N G BAG MANUFACTORY, A C Co.,

N. E. corner of MARKET and WATER Streets
Phusdeiphia,
DEALERS IN BAGS AND BAGGING

DEALERS IN BAGS AND DATE OF THE COLOR OF THE

WILLIAMS. GRANT,
COMMISSION MERCHANT
No. 33 S. DELAWARE Avenue, Philadelphia, Dupont's Gunpowder, Refined Nitre, Charcosl, Etc W. Baker & Co.'s Chocolate Cocos, and Broma. Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all nombers and brands,
Tent Awning, Trunk, and Wagon Cover Duck. Also,
Paper Manusacturers Drier Feits, from one to seven
teet wide; Paulins, Beiting, Sail Twine, etc.

JOHN W. EVERMAN & CO.,
364

Ro 193 JONES Alley.

GEORGE PLOWMAN, CARPENTER AND BUILDER. No. 232 CARTER Street, And No. 141 DOCK Street.

31 achine Work and Millwrighting promptly attended

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS

NO. 2 NC ATH WATER STREET, PHILADELPHIA ALEXANDER G. CATTELL 225) ELIJAR G CATTELL, PRIVY WELLS-OWNERS OF PROPERTY-

The only place to get Frivy Wells cleaned and denicted at vary low prices. A. PEYSON. Manufacturer of Poudrette GOLDSMITHS BALL, L BRABY Street

LEGAL NOTICES.

ESTATE OF ANN NORTH, DECEASED,— tetters testamentary baying been granted to the undersigned all persons indebted to the said estate are requested to make payment, and those having claims,

o present them to FREDERICK WILHELM, Executor, No. 528 N. S'ATH Street; ROBERT D. COXE; Philadelphia. January 18, 1867.

Philadelphia. January is, test.

THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of JAMES H. CLOSSON, Deceased.

The Auditor appointed by the Court to audit, set Me, and adjust the account of MARY CLOSSO, Executivis of the last will and testament of JAMES H. CLOSSON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, February 12, 1857, at 4 o'clock P. M. at his office, No. 1428 S. FOURTH Street, in the city of Philadelphia,

129 tuths54*

Auditor.

ROBERT SHOEMAKER & CO. WHOLESALE DRUGGISTS.

MANUFACTURERS, IMPORTERS, AND DEALERS IN

Paints, Varnishes, and Otls, No. 201 NORTH FOURTH STREET,

COPNER OF BACK ATTRIOR T MANAGEMENT ROLL IN

RAILROAD LINES.

ANNAMESSIC ROUTE!

THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST.

PASSENGERS FOR haieigh Newbern, Charlotte. Wilmington, Columbia. Charleston,

Kingwille, Savannab, Augusta, Atlanta, Macon, West Point, Montgomery Mobile, NEW ORLEANS
AVOID DELAY (THE POTOMAC BEING CLOSED BY ICE) SHOULD BUY 21CKETS NEW AND SHORT ANNAMESSIC ROUTE

PHILADELPHIA, WILMINGTON, AND BALTIMORE
BROAD Street and WASHINGTON Avenue,
DALLY (Saturday excepted), at 12 P.M.
Arrivits in Noloik at 1 P.M. the tollowing day,
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making close connections for all points SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the chice of the Company, No 528 "HESBUT Street, or at the Ticket Officer of the Philadelphia, Wilmington and haltimore Railroad, No, 528 CHESBUT Street. S. P. WILTBANK, GENERAL AGENT.

FAST PREIGHT LINE

ALL RAIL ROUTE TO THE SOUTH. Via Orange and Alexandria Railroad and its Connections.

The undersigned would respectfully ask the attention of shippers to the ONLY ALL RAIL ROUTE between Philadelphia and the South.

Merchants and others desirous of avoiding frequent changes and water transportation, will please mark their freight via O. & A. R. R.—Bail, and send to depo of Philadelphia, Wilmington and Baltimore Railroad BROAD and PRIME Streets. Cars run through from Philadelphia to Lynchburg

without breaking bulk. Dray receipts turnished, and Bills of Lading signed at the through freight office of Philadelphia, Wilmington, and Baltimore Railroad, No. 105 South FIFTH Street below Chesnut

Rates guaranteed as low at all times as by other JAMES C. WILSON.

Agent Orange and Alexandria Railroad. No. 105 South FIETH Street. 12 27 rote

Agent Orange and Alexandria Railroad,

No. 195 South FIFTH Street.

ORTH PENNSYLVANIA RAILROAD, —
direct line to Bethlehem, Allentown, Maucon Chunk,
Fazieton, White Haven, Wilkesbarre, Mahanoy City,
and ail points in the Lehigh and Wyoming coal regions.
Fassenger Depot in Philadelphia, N. W. corner of
BERKS and AMERICAN Streets.

WINTLE ARRANGEMENT,
NINE DAILY TRAINS.
On and siter TUESDAY, January I, 1867, Passenger
trains leave the New Bepot comer Berks and American site is, daily (Sunday excepted), as follows:—
At 1.46 A M.—Morning Express for Bethlehem and
Principal Stations on North Pennsylvania Railroad
connecting at Bethlehem with Lehigh Valley Railroad
for Allentown, Catasauqua, Slatington, Mauch Chunk,
Weitherly, Jeanesvile, Hazeton, White Haven,
Wilkesbarre, Kingston, Pitston, and all points in Lehigh and Myoming valleys; also, in connection with
Lehigh and Mahanoy Railroad for Mahanoy City, and
with Catawissa Railroad, for Rupert, Danville Milton,
and Williamsport Arrive at Manch Chunk at 12:05 A.
M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P.
M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 12:35 P. M., for havion
and points on New Jersey Central Railroad to New
York.

At 9 A. M.—Accommodation for Doylestown, storping at all intermediate stations.

At 2 S P. M.—Accommodation for Fort Washington,
stopping at intermediate stations.

At 3 S P. M.—Accommodation with Lehigh
Valley train take the Stage at Old York road.

At 19-15 A. M.—Accommodation for Doylestown, storping at all intermediate stations.

At 3 S P. M.—Accommodation, Passengers take Stage
at Doylestown for New dopte.

At 3-35 P. M.—Accommodation, for Doylestown, storping at all intermediate stations.

At 3-35 P. M.—Accommodation, for Doylestown stopping at all intermediate stations.

At 3-36 P. M.—Accommodation, for Doylestown stopping at all intermediate stations.

At 3-36 P. M.—Accommodation, for Port Washington,
at 1-36 P. M.—Accommodation, for Doylestown stopping at all intermedia

At 11 30 F. M.—Accommodation, for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 915 A. M., 229 and 840 P. M.
2 30 P. M train makes direct connection with Lehigh
Valley trains from Easton, Wilkesbarre, Mahanoy City,
and Hagleton. nd Hazleton. Passengers leave Wilkerbarre at 1:30 P. M. connect at ethlehen at 6:15 P. M., and arrive in Philadelphia at

Bethlehem at 6 15 P. M., and arrive in Philadelphia at 8 40 P. M.
From Doylestown at 8 25 A. M., 5 15, and 7 25 P. M.
From Longdale at 7 30 A. M.
From Fort Washington at 11 50 A. M., and 3 95 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
I hiladelphia for Bethlehem at 9 30 A. M.
I hiladelphia for Doylestown at 2 25 P. M.
Loviestown to Philadelphia at 7 26 A. M.
Bethlehem to Philadelphia at 4 P. M.
Fifth and wixth streets passenger cars convey passengers to and from the new depot.
White cars of "econd and Third streets line and Union line run within a short dis ance of the depot.
Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare to secure the lowest rates of fare

ELLIS CLARK. Agent.

Hilman's Baggage Express will call for and deliver

Baggage at the Depot

O files, No. 113 South THIRD Street.

Office, No. 113 South THIRD Street.

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS.
WARREN AND FRANKLIN RAILWAY.

1865. WISTER ARRANGEMENT. 1867.
From Thursday, November 23, 1866. trains leave irvineton (at the junction of the Philadelphia and Eric Railroad, 380 miles from Philadelphia).

GOING SOUTH TO OIL CITY.

6:55 A. M. Mail Train arrives at Tidioute at 7:35 A.M.; Olcopolis at 2:10 A. M.; and Oil City at 4:50 P. M.

GOING NORTH TO OIL CITY.

GOING NORTH TO INVINETON.

Trains leave Oil City as follows:—
9:10 A. M. Express Train arrives at Olcopolis at 2:50 A.

M.; at Tidioute at 11:50 A. M.; and at Irvineton at 12:10 mean making close connection with P. and E. Railroad ir also or Philadelphia, and all points, bot; East and West Passenpers for Philadelphia by this train arrive there at 7 A. M.; and at Irvineton at 12:10 P. M. Mail Train arrives at Olcopolis at 1:55 P. M.; Thioute at 3:35 P. M.; and at Irvineton at 4:15 P. M.; and see connection for the West Philadelphia pissengers by this train arrives at Olcopolis at 1:55 P. M.; and seed of the West Philadelphia pissengers by this train arrives at Olcopolis for Pit-hole City, and at Irvineton and Stip P. M., arriving at Philadelphia and Eric Bailroad, connect at Olcopolis for Pit-hole City, and at Oil City with Atlantic and Great Western Railway trains for Reno, Franklin, and Meadville, and with trains of Farmers' Italiway for Farms, Petroleum Centre, etc.

All trains going North leave Oil City and Olcopolis siter arrival of trains from above points

By this route passengers can leave Philadelphia at 1:50 P. M., hout of trains from above points

By this route passengers can leave Philadelphia at 1:50 P. M., hout of passengers can leave Philadelphia at 1:50 P. M., sext day, remain over night, and take the 6 M A., M. train South.

At Irvineton passengers will find four comfortable hotels, and fire class dining saloon in the depot.

rain South.

At irvinetou passengers will find four comfortable hotels, and fire-class dining saloon in the depot.

Be sure to obtain through tickets and baggage checks at Pennsylvania Railroad Depot. West Philadelphia, via Warren and Franklin Railway, the great short oute to the Oll Region oute to the Oll Region BEVERLEY B. KEIM, General Freight and Ticket

LOBE EXPRESS COMPANY, OFFICE, NO. Tobbe Express Company will this day open its first line between New York, Philadelphia, Baitimore, and Washington for HEAVY FREIGHT AND PACKAGES.

They will call for and deliver promptly as the follow-

They will call for and deliver promptly at the following rates:

For heavy freights to and from New York, 48c, per 100 ibs.; Baltmore, 50c, per 110 lbs.; Washington, 80c, per 100 lbs.; Baltmore, 50c, per 110 lbs.; Washington, 80c, per 190 lbs.; Georgetown, 90c, per 100 lbs.; Alexandria, 81 26 per 140 lbs.

Packages and valuables will be taken at as reasonable rates as by any other as counties Company.

The Company is arranging to rapidly open its offices at all important points through the South and South west, as a tall Express.

This Company are prepared to pay promptly for any toss of damage that may occur.

Orders may be left at the above office.

S. W. WILSON, Superintendent,

Of New York, President.

C. C. PECHIN.

Of Philadelphia, Treasurer.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 220 CHESNUTStreet, forwards Parcies, Packages, Marchandles, Bunk Nates, and Specie, either by its own lines, or in connection with other Express Companies, to all the principal towns and crises in the United States.

JOHN BINGHAM, Superinfendent,

MOTOR MOTOR AND ARTES.

BAILROAD LINES.

READING RAILROAD FROM PHILADELPHIA TO THE INTERIOR OF PENNSTLVANIA, THE SCHUYLKILL SUSQUE-HANDA, CUMBERLAND AND WYOMING VAL-LEIS, THE NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS. Detober 5, 1966,
Leaving the Company's Depot, at THIRTEENTH and
ALLOWHILL Streets, Philadelphia, at the following

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,
At 7:30 A. M., for Beading and intermediate Stations.
Returning, leaves Reading at 6:30 F. M., arriving Philadelphia at 8:10 F. M.

MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamagus, Sumbury, Williamsport, Elmira, Rochester. Kiasera Falla, Buffalo, Allentown, Wilkesbarre, Pittaion, York, Carlisla, Chamborsburg, Hagerstown, etc. etc.

This train connects at BEADING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanoa Valley train for Harrisburg, etc., at PORT CFINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Borthern Central Cumberland Valley, and Schuylkill and Susquehama trains for Korthumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 8:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Beading and Columbia Railroad rains for Columbia, etc.

BEADING ACCUMMODATION

Commbia Railroad rains for Columbia, etc.

Reaves Reading at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 0:40 A. M.

Renurning, leaves Philadelphia at 0:40 P. M.; arrives in Reading at 7:30 P. M.

Trains for Philadelphia seave Harrisburg at 8:10 A. M., and Potraville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Potraville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., arriving in Philadelphia at 6:45 P. M.

M., Potteville at 2-45 P, M., arriving in Philadelphia at 6-55 P.M.

Leaves Reading at 7-30 A. M., and Harrisburg at 4-70 P.

M. Connecting at Reading with Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12-46 noon for Reading and all way stations. Leaves Reading at 11-30 A. M., and Downingtown at 12-30 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 9-00 A. M., and Philadelphia at 3-15 P. M. Leave Philadelphia for Reading at 5-00 A. M., returning from Reading at 4-25 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILBOAD. Passengers for Downington and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philladelphia, returning from Downingtown at 7:30 A. M. and 12:30 noon.

and 1259 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 2 A. M. and 8 00 P. M., passing Reading at 145 and 153 A. M. and 148 P. M., and connecting at Harrisburg with Fennsylvania and Northern Central Railroad express trains for Pittaburg, Chicago Willamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Fennsylvania express from Fittaburg, at 3 and 2 05 A. M. and 2 15 P. M., passing Reading at 4 49 and 10 62 A. M. and 2 145 P. M. Sleeping cars accompany these trains through between Jersey City and Fittaburg, without change.

change.
A mall train for New York leaves Harrisburg at 2.10 P.
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11.30 A. M., and 7.15 P.
M., returning from Tamaqua at 7.35 A. M. and 1.40 and 4 15 F. M.

SCHUYLKILL AND SUSQUEHA NNA RAILROAD.

Trains leave Auburn at 750 A. M. for Pinegrove and
Harrisburg, and 150 P. M. for Pinegrove and Trement,
returning from Harrisburg at 850 P. M., and from Tremont at 735 A. M. and 575 P. M.

TICKETS.

TICKETS.
Through first-class fickets and emigrant tickets to all the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of S. Bladdedhia, or of G. A. NICOLLS, General Superintendent, Reading:—COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for tamilies and firms.

MILEAGE TICKETS.

Good for 2000 miles between all points, \$42.50 each, for families and firms.

Good for 2000 miles between all points, \$2.50 each, for families and firms.

BEABON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

Besiding on the line of the road will be furnished cards enuting themselves and wives to tickets at half fare,

EXCURSION TICKETS

From Philadelphia to principal stations, good for Baturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

Leave Philadelphia daily at 5-20 A. M., 12-45 noon, and f. P. M., for Reading, Lebanon, Harrisburg, Pottsville, Fort Clinton, and all points forward.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3-15 P. M.

RELIGHT LINES FOR NEW YORK AND slit the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH. THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at a clock P. M. daily (Sundays excepted).

Freight must be delivered before 43% o'clock, to be forwarded the same day. Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Ringston, New Brunswick, and all points on the Camden and Amboy Raliroad; also, on the Beividere, Delaware, and Flemington, the New Jersey; the F.cehold and Jamesburg, and the Burlington and Mount Holly Raliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Raliroad connects at Phillips.

lington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidore Delaware Railroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna,
and Western Railroad, forwarding to Syracuse, Builalo
and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the
New Jersey Railroad connects at Elizabeth with the
Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers,
abippers and consignees, must, in every instance, be sent
with each load of goods, or no receipt will be given.

K. B.—Increased facilities have been made for the
transportation of live stock. Drovers are invited to try
the route. When stock is furnished in quantities of two
carloads or more, it will be delivered at the foot of Fortieth
street, near the Drove Yard, or at Fier No. 1, North
Hiver, as the shippers may designate at the time of
shipment. For terms, or other information, apply to

Wallter FREEMAN, Freight Agent,

1 15 No. 228 S. Dellaware Paul Anno FRIC Paul

1867 -PHILADELPHIA AND ERIE RAIL-ern and Northwest Countes of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the great Oil Regions of Pennsylvania. It has been leased and great Oil Regions of Fennsylvania, at has been leased and ir open sized by the Pennsylvania Raliroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward—Eric Mail Train, 7.4.M.; Eric Express Train, 1-20 P. M.; Elmira Mail, 5-00 P. M.; Eric Express Train, 12 M.; Elmira Mail, 5-00 A. M.; Eric Express Train, 12 M.; Elmira Mail, 8-00 A. M.; Passenger cars ruin through on the Eric Mail and Express trains without change both ways between Philadelphia and Evils.

Leave New York at 9 A. M., arrive at Eric 10:00 A. M.
Leave New York at 9 A. M., arrive at Eric 10:00 A. M.
Leave Eric at 5:30 P. M., arrive at New York 4:40 P. M.
Leave Eric at 5:30 P. M., arrive at New York 10:10, A.M.
Leave Eric at 10:35 A. M., arrive at New York 10:10, A.M.
Elegant Sleeping Cara on all the night trains.
For information respecting passenger business, apply at
corner THIRTETH and MARKET Streets, Phila.
And for freight business, of the Company's Agents, S. B.
Eimston, Jr., corner Thirteenth and Market streets,
Ehiladelphia; J. W. Reynolds, Eric; William Brown,
Agent N. C. R. R., Baltimore,
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Freight Agent, Phila.
118 A. L. Tyler, General Freight Agent, Phila. NEW YORK CONNECTION 11 A. L. TYLER, General Sup., Eric.

W EST JERSEY RAILBOAD LINES, FROM For an Assembly Company of the Compa

Woodbury at 716 and 8-40 A. M., and 4-54 P. M.
Bridgeton at 7-16 and 8-40 A. M., and 4-54 P. M.
Bridgeton at 7-05 A. M. and 3-05 P. M. Freight, 6-30 P. M.
Bridgeton at 5-50 A. M. and 3-05 P. M. Freight, 5-45 P. M.
Millville at 6-55 A. M. and 5-96 P. M. Freight, 6-10 P. M.
Cape May at 11-45 A. M., Passenger and Freight
Ereight will be received at First Covered Wharf
Freight will be received at First Covered Wharf
That received before 7-00 A. M. will gothrough the same day.
Freight Delivery, No. 228 B. DELLAWARE Avenue.

1 13

POR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Forty foot o VINE Street, Philadelphia. 6 P. M.—Freight for New York, and points North or

VINE Street, Philadelphia.

6 F. M.—Freight for New York, and points North or East.

11 A. M.—Way Freight.

12 A. M.—Way Freight.

13 A. M.—Way Freight.

14 Goods delivered at Company's Depot. No 320 N.

WHARVES, Philadelphia, by 5 P. M. will be forwarded by this line, and arrive in New York at 5 e clock next mornins.

Freight received at Pier No. 32 North River, N. Y., by 426 P. M., will be ready tor delivery in Philadelphia early the following morning.

FARE TO NEW YORK, TWO DOLLARS,

Ticket Office, Vine Street Ferry.

For further information, apply to Company's Agents, R. H. CHAPMAN, Freight Office and Depot, No. 326

N. WHARVES, Philadelphia.

J. E. DURT Pier No. 32 North River, foet of DUANE Street.

Sevential Prophyland Passenger Office, Philadelphia, No. 411 CHESNUT Street.

WILLIAM N. CLAYTON,

Saparindendent, Red Bank, N. J.

**Suparindendent, Red Bank, N. J.

**Suparindendent, Red Bank, R. J.

CHASTE

**Course Agents Freight Agent, Red Bank, R. J.

CHASTE

**Course Agents Freight Agent, Red Bank, R. J.

**Course Agents Freight Agent, R. J.

**Course Agents Freight Agent, Red Bank, R. J.

**Course Agents Freight Agent, Red Bank, R. J.

**Course Agents Freight Agent, R. J

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RATIAGAD.

Commencing MONDAY, December 24, 1866. Trains will leave Depot, corner of REDAD Berest and WASHLEGTTE Avenue, as follows:
Express Train at 4-18 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Eliston, Northeast, Ferryville, Havre-do-Grace, Aberdeon, Perryman's, Edgewood, Magnaha, Way Mail Train at 8-20 A. M. (Bundays excepted), for Baltimore, stopping at all regular stations.

Express Train at 11-45 A. M. (Bundays excepted), for Baltimore and Washington, stopping at Chester, Claymond, Wilmington and Washington, stopping at Chester, Claymond, Wilmington, Newark, Eliston, Northeast, Perryville, Havre-de-Grace, Aberdeon, Ferryman's, Edgewood, Magnolington, Connects at Wilmington with Delaware Railrosd Ington. Connects at Wilmington Philadelphia and Washington Rassengers by Boat from Baltimore for Fortream Monroe and Norfolk will take the H-45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS,

Stopping at all Stations between Philadelphia and Washington pages and Stations between Philadelphia and Washington Philadelphia and Washington

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and Wamington.

Leave Philadelphia at 12°30, 4°00, 6, and 11°39 (daily) P

M. The 4°40 P. M. train connects with Delawars Railroad
for Milford and intermediate stations. The 6 P. M. trains Tons to New Castle.

Leave Wilmington at 7:15 and 8:50 A. M., 5 and 6:98

Carre wilmington at 7-15 and 5-36 A. M., 5 and 6-48 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Balt'more 7-25 A. M., Way-mail, P-35 A. M., Express. 1-10 P. M., Express. 6-36 P. M., Express. 3-48 P. M., Express. 1-10 P. M., Express. 6-36 P. M., Express. 1-10 P. M., Express. 1-10 P. M., Express. 1-10 P. M., residence by Graham's Baggage Express.

115
H. F. KENNEY, Superintendese.

residence by Graham's Baggage Express.

115

B. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.

WINTEB ARRANGEMENT.

The Trains of the Fennsyvania Central Railroadieav the Depot at Thirty-first and Market Streets, which i reached directly by the car of the Market Street Passenger Ballway. Those of the Chesnut and Wainut Streets Eastway run within one square of it.

Un Sundays—The Market Street cars leave Elsventh and Market Sts. 35 minutes before the departure of each Train.

Main Train — The Market Street cars leave Elsventh and Market Sts. 35 minutes before the departure of each Train.

Main Train — Stagage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chemus street, will receive attention.

TRAISS LEAVE DEPOT, VIZ.:—

Mail Train — TRAISS LEAVE DEPOT, VIZ.:—

Mail Train — Stagage Express — At 1200 M. Past Line and Eric Express — At 1200 M. Parketburg Train — St 196 P. M. Parketburg Train — St 196 P. M. Harrisburg Accommodation — At 230 — Harrisburg Accommodation — At 400 — Pittaburg and Eric Mail leaves daily, except Saturday. Philadelphia Express leaves daily, All other trains daily, except Saturday. Philadelphia Express leaves daily, All other trains daily, except Saturday. Philadelphia Express leaves daily, All other trains daily, except Saturday. Passengers by Mail Train go to Carilale and Chambers burg without change of cars.

Sleeping Car Ticketa can be had on application at the Ticket Office, No. 631 Cheanut street.

Passengers by Mail Train go to Carilale and Chambers burg without change of cars.

Sleeping Car Ticketa can be had on application at the Ticket Office, No. 631 Cheanut street.

Passengers by Mail Train go to Carilale and Chambers burg without change of cars.

Sleeping Car Ticketa can be had on application at the Ticket Office, No. 631 Cheanut street.

Passengers by Mail Train go to Carilale and Chambers burg without change of cars.

Sleeping Car Ticketa can be had on application at the Ticket Office, No. 632 Cheanut St.

Passengers l

POR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as At 8 A. M., via Camden and Amboy, Accemmeda-

At 2 P. M., via Camden and Amboy Express
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant is class
At 6 P. M., via Camden and Amboy Accommodation
and Emiterant, 2d class At 6 P. M., via Camden and Amboy Accommodation and Emigrant, 2d class.

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewans-ville, Pemberton, Birmingham, and Vincentown, and & 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A. M., and 2 P. M. for Freehold.

At 6 and 10 A. M., 1, 4, 5, 6, and 11-30 P. M. for Fine House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run direct through to Trenton. The 1 F. M. Market Line will leave from foot of Market steret, Upper Ferry.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4-30, 6-45 P. M., and 12 P. M. (Night), via Rensington and Jersey City Express Lines, fare \$200.

The 6-45 P. M. Line will run daily. All others Sundaya excepted.

excepted.
17:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and
12 Mionight, for Bristol, Trenton, etc.; and at 10:15 A. M.
for Bristol. for Bristol.

17:30 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's

10:15 A. M., 3, 5, and 12 P. M. for Eddington.

17:30 and 10:15 A. M., 3, 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and

Frankford, and at 8 P. M., for Holmesburg and inter-

Frankford, and at S P. M. for Holmesburg and intermediate stations.

At 10 10 A. M., 3, 4, 5, 6, 8. and 12P. M. for Wissinoming.

BELVIDERE DELAWARE RAHLBOAD.

For the Delaware River Valley, Northern Pennsylvania and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—At 730 A. M. for Nisgara Falls, Burfalo, Dumbirk, Canandigua, Elmira, Ithaca, Owege, Rochester, Bunghanton, Oswego, Syracuse, Great Hend, Montrose, Wilkesbarre, Bernandon, Strondaburg, Water Gap, etc.

At 7:30 A. M. and 3:30 F. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

January 7, 1867. WILLIAM H. GATZMEB, Agent.

THILADELPHIA, GERMANTOWN, AND On and after THURSDAY, November 1, 1866, until figther notice. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A, M., 1, 2, 8-16, 14, 5, 6-16, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 74, 8, 8-20, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 44, 6, 6-5, 7, 8, 9, 10, 11 P, M.

The 8-20 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Chesnut Hill 7-10 minutes, S, 2-40, 11-40 A. M., 1-40, 8-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9-4 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7-60 minutes A. M., 13-40, 5-45, and

26 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8, 35 11-05, minutes A. M., 136, 8, 436, 536, 658, 8-05 minutes, and 1136 P. M.
Leave Norristown 5-40, 7, 7-55 minutes, 9, 11 A. M., 136
436, 536, and 5 P. M.
The 536 P. M. train will step at Falls, School Lane, Wigshicken, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 236 and 636 P. M.
Leave Norristown 7 A. M., 5 and 836 P. M.

Leave Norristown 7 A. M., 5 and 8 F. M. FOR MANAYUNE, Leave Philadelphia 6, 8:35,11:05 minutes A. M., 1 3,4%,5%,6%,8:05, and 11% P. M. Leave Manayunk 6:10,7%,8:20,9%,11% A. M., 2, 5,6%,

ON SUNDAYS.

Leave Philadelphia 2 A. M., 2½ and 6½ P. M.

Leave Manayurk 7½ A. M., 5½ and 6 P. M.

W. S. WILSON, General Superintendent

1 15 Desot NINTH and GREEN Street RARITAN AND DELAWARE BAY RAIL-

DARITAN AND DELAWARE BAY RAILb BOAD. On and after December 13, 1866, trains will run daily, Sundays excepted, from Cooper's Point, Camden, opposite VINE Street Ferry, as 1010ws.—
11'39 A. M. Way Freight for all stations; passenger car attached.

8-19 F. M. -Through Preight for New York; passenger car attached.

Freight received in Philade'phia at the Company's warehouse. No.; 239 N. DELAWARE Avenue, until 8 o'clock F. M., reaching New York early next morning. Freight boat leaves Pier No. 23, North river, New York foot of DUANE Street, daily, Sundays excepted, as 5 P. M., leash ng Fhila leibths early next morning. The 9 A. M. train from Philadelphia, and the 11 A. M. train from New York, are discontinued.

General Freight Agent, Red Bank S. J. W. GLAYTON.

Buperuntendent, Red Bank S. J. Buperuntendent, Red Bank S. J. R. H. CHIPMAN Agent, No. 830 B. DELAWARE Avenue, Philadelphia